



ATCA BULLETIN

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49th Annual ATCA Conference a Huge Success

The 49th Annual ATCA Conference & Exposition, celebrating the theme “Global Airspace System: Turning Vision into Reality,” was attended by over 2,300 ATC professionals and government officials from over 25 countries this year. The conference held at the Marriott Wardman Park Hotel in Washington, DC was most noted this year for a conference program that drew very positive reviews for the number of new speakers addressing timely and critical subjects of importance to the ATC industry.



U.S. Secretary of Transportation Norman Mineta provides the keynote address at the 49th Annual ATCA Conference & Exposition.

The opening keynote address by U.S. Department of Transportation Secretary Norman Mineta was started with the Secretary reading a letter from the President of the United States, George W. Bush, congratulating ATCA on the conference. See the President's letter at www.atca.org. The conference opening plenary session moderated by Frank Frisbie, ATCA Chairman (Northrop Grumman) focused on “The Next Ten Years,” with representatives from the FAA (Peter Challan, V.P. Transition, ATO), airports (Patrick Graham, Executive Director, Savannah/Hilton Head Int'l Airport and Chairman of ACI-NA), and the airlines (Don Barber, Senior V.P. Worldwide Operations, FedEx) addressing the important issues to their stakeholders, constituents, and customers. It pro-

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Continuing the Campaign for NAS Capacity

The demand by aircraft owners and operators for more space in U.S. skies continues to grow. To address this issue, the FAA is working to increase effective capacity in the National Airspace System (NAS) by nearly 30 percent over the next ten years in order to keep up with estimated demand.

That demand for more airspace capacity has not been lost on anybody who can make a difference – from the Congress to flying constituents, from airlines and cargo haulers, to business aviators and recreational pilots, from manufacturers and vendors to air traffic control. The Federal Aviation Administration and the leadership of the aviation community are continuing their coordinated efforts to create more capacity in the NAS in order to meet the ever growing demand.

They are continuing to achieve success through the **Operational Evolution Plan (OEP)**, a process designed to increase the effective capacity and efficiency of the National Airspace System over a rolling 10-year period. (See: www.faa.gov/programs/oep) The focus of OEP are the 35 most congested airports in

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the U.S. That number is likely to grow as demographics change across the U.S. and demand increases at metropolitan airports.

Through the OEP process, the FAA and major aviation community stakeholders plan to:

- arrive at the necessary steps for enhancing capacity
- make commitments on commissioning programs, systems and procedures that deliver desired measurable results

OEP's Value

The OEP's objective is to add capacity enhancements that will accommodate an approximate 30 percent increase in airspace user demand over the 10-year period. The metric is effective capacity, which is defined as the amount of traffic that may be handled at a fixed level of delay. The fixed level of delay selected for the purposes of OEP capacity estimation is 14 minutes per flight, based on the accepted standard that existed when the OEP started in 2001. Since the plan's inception, there has been a 6-percent increase in effective capacity across the U.S. National Airspace System (NAS), due to OEP and other activi-

ties, including industry changes (schedule depeaking, for instance).

Public concern about NAS congestion has risen in the past year, particularly at Chicago O'Hare. FAA Administrator Marion Blakey has testified before the U.S. Congress several times recently about the agency's efforts to reduce congestion and increase capacity. Recently, Russ Chew, the FAA Chief Operating Officer, has referred to the OEP as a vital Air Traffic Organization (ATO) umbrella plan.

What's Next

- **Publishing OEP Version 7 and Rolling It Out to Industry.** The OEP staff and executives intend to conduct another of their highly regarded "Industry Days" by early February and follow it with publication of the next version of the plan.
- **Consistent funding of OEP initiatives.** The OEP's strength is its ability to gain consensus from both industry and government on a course of action and to secure firm, public commitments from all major stakeholders. Producing the desired outcomes requires long-range and interdependent financial investment, and confidence that each stakeholder will keep to its commitments. Internally, OEP initiatives are funded through the individual FAA program offices. Funding reductions in any given year of an initiative's development will impact the FAA's ability to uphold commitments and agreements made with airports and airlines.
- **Watch the Winter (December) Edition of the ATCA Journal.** ATCA will publish an expanded version of this article in the December edition of The Journal. It will provide a preview of the new version (7) of the Operational Evolution Plan.

Members Enroute

Clifton, Virginia – Maria S. Harrison has been named Vice President, Business Development for Floria Group, overseeing Floria's Air Traffic Control and mission critical control center projects in North America... George T. Dooley has been named Floria Group's Vice President, Marketing, responsible for the Spanish Company's entrance into the Air Traffic Control markets of North America. Dooley has 30 years experience in the International ATC community as and Air Traffic Controller and marketing executive for American and European Corporations. www.floria.com

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vided an excellent, broad-based, overview of where the industry has been going and the challenges it faces in the future from very unique perspectives.

The conference technical program was a combination of plenary and concurrent sessions that offered delegates the maximum exposure to the major ATC issues and leaders at one time. The success of the program committee was noted by the often heard “criticism” that delegates were having a difficult time deciding which session to attend since there were so many good concurrent sessions. Kudos to the Conference Committee!

Additional coverage of the conference program will be found in The Journal of ATC published next month (with pictures) and on the ATCA website at: www.atca.org. The presentations of speakers at the conference can be found on the web (if provided).

The exposition hall had a different style and layout this year with the distribution of the larger companies through all of the halls. This created a traffic flow that worked well and served to draw delegates through the hall throughout the conference. In addition, the receptions and lunch held in the exposition hall served to attract more delegates as well.



(L-R) ATCA's Paul Bollinger, president; Frank Frisbie, chairman; Wolfgang Philipp, and Larry Fortier, chair-elect. Congratulations are offered by ATCA leadership to Wolfgang at the conclusion of the Glen Gilbert Award Banquet for a great career.

The Scholarship Awards Luncheon and the ATCA Awards Luncheon were full-house events. The Scholarship Awards program led by Larry Fortier, ATCA

Chair-Elect (The Fortier Group) was very well presented this year with Cindy Castillo, of the Scholarship Committee (CSSI) providing a professional, Power-Point presentation of the winners and donors. The hard work performed by the Scholarship Committee was obvious at the luncheon and the recognition of the corporate donors has served to increase donations to record levels from new donor companies.

The ATCA Awards Program luncheon was led by Tim Halpin, Chairman of the ATCA Awards

Committee. The head table featured Major General Marne Peterson, USAF and FAA Deputy Administrator Bobby Sturgell. Their attendance and recognition of the military and civilian recipients of the many ATCA Awards was greatly appreciated. An emotional tribute and acknowledgement of the work being done in Afghanistan and Iraq by U.S. military controllers almost brought tears to the eyes of Tim Halpin and a standing ovation from everyone in the audience. To say it was a very moving experience in front of the men and women who are performing this work overseas in a war zone would be the understatement of the year.

On the night of the U.S. Presidential Election, ATCA held a huge Election Countdown party featuring The Capitol Steps, a political satire, singing and comedy troupe that kept everyone in their seats laughing for over an hour. The reception featured Uncle Sam on stilts, the Statue of Liberty and great food and refreshments. Many thanks go to the sponsors of this very successful event were Harris Corporation, Lockheed Martin, and Raytheon.

Flying in from meetings in China, FAA's COO of the Air Traffic Office, Russ Chew gave a briefing on the ATO's current situation and its business plan before a huge audience at the last session of the conference. Russ provided the delegates with an excellent overview of the challenges the ATO faces today, much less in the coming years, and what has to be done to enhance and improve the system in the United States. This was not a “sugar coated” presentation and it left the audience with a keen understanding of the importance of working together to meet the challenges of the future.

The Glen A. Gilbert Award Banquet paid special tribute to Wolfgang Philipp, former Senior Director of Eurocontrol, before a full-house of distinguished guests including FAA Administrator Marion Blakey, former Ambassador Thomas Pickering (who gave the keynote address), and the head table filled with the senior leadership of the Grand Benefactor corporate sponsors of the conference. The ten minute video of Wolfgang Philipp's long and illustrious career served as the perfect introduction to a man who needed no introduction, but was most deserving of the award.

The evening closed with Chairman Frank Frisbie passing the gavel to Chairman-Elect Larry Fortier and very warm words of recognition to Frank for his two

years as ATCA's leader during a major change in the organization. It was a fitting tribute to a conference and leader at the conclusion of such an important meeting for ATCA and the industry.

A special thanks goes to all of the Grand Benefactors, Benefactors, and sponsors of the conference. Their financial support was instrumental in the success of the conference and the quality of all events.



The Halloween Party in the exposition hall brought out all kinds of strange birds...

AMS - ASI ANNOUNCES NEW EXECUTIVE MANAGEMENT TEAM

AMS - ASI has announced the appointment of a new executive management team and the completion of its planned post-acquisition restructuring of Airport Systems International,



Inc (ASII). Mr. Mike Warner has been appointed as the company's Chief Executive Officer (CEO), and Mr. Gary Stevens will serve as its Chief Financial Officer (CFO). These positions were previously held by representatives from AMS - ASI's parent company in Europe.

Short Final

Turbulence on Taxiway!

For months after California's Northridge earthquake of 1994, aftershocks rocked the San Fernando Valley and Van Nuys Airport. One morning about three weeks after the initial quake there was a particularly sharp aftershock. Moments later on Van Nuys' ground control frequency: *"Uh, four-three-kilo would like to file a pilot report for moderate turbulence on the east taxiway..."*

Workshop to reduce level bust Attracts Delegates worldwide

Brussels, Belgium – More than 120 participants from five continents, over 30 countries and a range of organizations including aircraft operators, pilot groups, regulators, airport operators, Air Navigation Service Providers (ANSPs) as well as pilot and controller associations, participated in EUROCONTROL's workshop aimed at reducing the numbers of level bust incidents.



Level Bust is defined as an unauthorized vertical deviation of more than 300 feet from an air traffic control flight clearance. Within RVSM airspace this limit is reduced to 200 feet. The joint EUROCONTROL and IATA workshop was aimed at providing participants with tools to help them reduce incidents in their own countries and business sectors.

"We now know what causes level bust, why it is a problem, and what actions we need to take to ensure that level bust does not happen," said Tzvetomir Blajev of EUROCONTROL. "As part of the action plan, we have developed a range of tools such as the level bust toolkit that contains clear recommendations and solutions that can help to reduce the numbers of such incidents. It is time now for all of us in the aviation community to work together to put these measures in place."

Five of EUROCONTROL's major partners, Airbus, ECA, ERA, IATA and IFATCA have recently expressed their full support for EUROCONTROL's Level Bust Toolkit, and have endorsed it for distribution within their respective organizations.

The Air Traffic Control Association has just wrapped-up a very successful **49th Annual Conference & Exposition** and we would like to know your thoughts about the meeting. A new membership survey has been posted at www.atca.org. Members are requested to complete the survey before the end of November. We thank you in advance for your support and participation in the survey.

NAV CANADA Announces Year End Financial Results

Ottawa, Canada – John Crichton, President and Chief Executive Officer of NAV CANADA, in releasing financial results for the year ended August 31, said the results demonstrate “solid progress over the past year, continuing to deliver the air navigation services our customers have come to expect, while making a substantial reduction in the deficit we incurred from 2001-2003.”



The Company's revenues for the year were C\$1,005 million, compared to C\$899 million for the previous year, before reflecting adjustments to the rate stabilization account. The increased revenues arose from a 4.6% year over year increase in air traffic and increases in customer service charges. Total operating expenses for the year were C\$746 million before rate stabilization, as compared to C\$781 million for the previous year. NAVCANADA said the decrease was primarily due to a C\$45 million bad debt provision relating to Air Canada's CCAA filing in the prior fiscal year and a C\$15 million partial recovery of this amount in fiscal 2004.

Salaries and benefits costs for the year were higher at C\$551 million, as compared to C\$535 million in fiscal 2003. The increase was attributable to compensation and pension costs in the current year as well as changes in accounting estimates relating to prior periods.

The Company's financial statements Annual Information Form and Management's Discussion and Analysis for the year ended August 31, 2004, are available on NAV CANADA's web site at www.navcanada.ca.

ATCA/FAA/DHS/TSA Co-sponsored Symposium on 9/11 Security Impacts to ATC

Mark your calendars for the ATCA/FAA/DHS/TSA co-sponsored symposium titled ***“Post 9/11 Security Impacts on Air Traffic Control and Aviation”*** scheduled for Tuesday, January 25, 2005 at the Hilton Washington in Washington, DC. After the tragic events of September 11, 2001 the global aviation industry, air traffic control profession and homeland security changed forever! Pilots, air traffic controllers, law enforcement and military officials responding to air piracy, unidentified or renegade aircraft and airspace infractions required a completely different response. A simple “lost communication”, “overdue aircraft” or “airspace violation” is now considered a potential airborne threat until proven otherwise. This new paradigm required rule changes, clarification and changes of roles and responsibilities, increased emphasis on positive communication and control and modifications and improvements to aircraft and ATC equipment. This symposium will explore these complex issues, identify and discuss problems and address some potential solutions. Speakers will define a broad definition of homeland security missions that includes land, sea, and air defense, discuss “consequence management” and include a discussion of military support to civilian authorities and the complex changes in an air traffic controllers working conditions and responsibilities.

EUROCONTROL Says 152 Operators using LINK 2000

Brussels, Belgium – The number of aircraft equipped under the EUROCONTROL LINK 2000+ Pioneer Programme has now reached 152, according to EUROCONTROL. At the same time, the Irish Aviation Authority has confirmed its commitment to participate in the LINK 2000+ Programme and implement controller-pilot data link operations (CPDLC) services.

Ireland's en route airspace is strategically placed on the main air routes between Europe and North America. Beginning in 2006 Shannon air traffic controllers will handle 90 per cent of all traffic between Europe and North America as a result of an agreement signed between the Irish and British Departments of Transport.

SAS, the first operator to have received European certification for CPDLC applications, has already equipped 13 of its B737 aircraft, with seven more to be ready by the end of the year. This currently represents an average of 14 daily flights using CPDLC services in the EUROCONTROL Maastricht Upper Area Control Centre (UAC).

On 21-22 October, American Airlines conducted two successful test flights in Maastricht UAC airspace on October 21 and 22, marking the resumption of regular ATN/VDL2 CPDLC operations with a fleet of 13 Boeing 767s already equipped with CPDLC.

In Memoriam

Albert P. Albrecht

Albert P. Albrecht, 84, a well known Federal Aviation Administration executive and engineer of groundbreaking air traffic control systems, died of cancer October 19 at his home in Bellingham, Washington.

Albrecht was a true air traffic control system pioneer, who was on the forefront of technical innovations for over 50 years. A graduate of Cal Tech, he joined MIT's Radiation Laboratory and participated in the early development and introduction of radar into the air traffic control system. Early on in his career, he was Chief Engineer of Gilfillan Brothers of Los Angeles, where he was involved in development of radar navigational and landing systems for the Department of Defense. During World War II, Ground Control Approach (GCA) radar, which he helped develop and field, was credited for saving many aircraft attempting to land after conducting bombing sorties over Europe and Japan. Later, as Director for Systems Evaluation in the Office of the Secretary of Defense for Intelligence, he participated in the use of satellite systems for surveillance.

He joined the FAA in 1976 and rose to become Associate Administrator for Engineering and Development, and Associate Administrator for Development and Logistics, leading the engineering and development program for initial development and implementation of modernization of the National Airspace System.

Among the many awards he earned were the FAA Superior Achievement Award, the Air Traffic Control Association George W. Kiske Award for lifetime achievement in ATC (2002), and the Institute of Electrical and Electronic Engineers' (IEEE) Engineering Manager of the Year Award (1989).

Albrecht was an Honorary Member of ATCA, and served as a Director of the Air Traffic Control Association. From 1998-2001, he was Editor of the association's peer-reviewed technical journal, *The Air Traffic Control Quarterly*. He was a co-author of the *Electronic Designers Handbook*, published by McGraw Hill.

ATCA is greatly appreciative of all of Al Albrecht's contributions to ATCA and the ATC industry

Brono H. Zamorski

Brono H. Zamorski (P-1043) age 82, of Mesa Arizona died of Lung Cancer on September 23, 2004. He served in the Navy from 1941-1947. After receiving an electrical engineering degree from the University of Wisconsin he accepted a job as an Air Traffic Control Specialist in the Anchorage Air Route Traffic Control Center in 1952. He retired from the FAA in 1979. ATCA extends its condolences to the Zamorski family on their loss.

Roman Nickolas Lemmer

Roman Nickolas Lemmer (P-573) age 91, of Roseville, CA passed away June 13, 2004. His love for airplanes led to a rewarding career with the FAA as the Chief of the Control Towers at Los Angeles and Hollywood Burbank Airports. He was a controller in the Los Angeles International Airport Control Tower when it opened. He retired in 1972 after 30 years of service. ATCA extends its condolences to the Lemmer family on their loss.

Corporate Member News

Neuilly-Sur-Seine, France – Thales has been awarded contracts to provide air navigation systems to Saudi Arabia, Egypt, Belgium, Czech Republic, People's Republic of China, Bangkok, Philippines, Honduras and Australia. www.thalesgroup.com.



Andover, Massachusetts – WSI has announced that Universal Avionics Systems Corporation (UASC) is supporting use of WSI InFlight cockpit weather system on Universal's MFD-640. This is the first in a series of Universal Avionics panel mounted displays to support WSI... WSI and Cessna Aircraft Company have jointly announced the first delivery of WSI InFlight on a Cessna Citation XLS. Cessna is now offering WSI InFlight as an Avionics Option, bundled with a Garmin AT MX20 for display on the XLS... WSI has introduced WSI ProLink™ as a core component of its suite of aviation weather briefing systems. With an active WSI ProLink account, pilots can store frequently flown routes and display preferences, recalling them at any WSI Pilot-brief Pro™ system nation-wide. www.wsi.com



Short Final

Weather Report

Controller: *Vertical visibility zero*

Pilot: *Would that be in feet or meters?*

Say Again

Questions via the radio should not always be answered exactly.

Tower: *Aircraft in holding pattern, say fuel state?*

Aircraft: *Fuel state*

Tower: *Say again?*

Aircraft: *Again...*

Welcome New Members

Individuals

Loura L. Lopez
John D. Rush
David G. Graulich
Denis C. Burke
James D. Linney
William Kelley
Daniel Kleim
Crystal R. Perry
Thomas Proeschel
Stephen P. Creamer
Alton D. Scott
Thomas E. Myers
Johan Orsingher
Kit-Su Lee
Show-Shan Lee
Jennifer Weng
Donald Zywokarte
Michael Lees

Organization

USAF
FAA - ATO
Rohde & Schwarz
Ricondo & Associates
FAA - ATO
USAF
Thales
Classic Edge Operations
Thomas Proeschel Consulting
FAA - ATO
FAA - ATO
Information in Place
Frost & Sullivan
SES Systems PTE Ltd
CAA/III Taiwan ROC
CAA/III Taiwan ROC
MDZ Associates Inc
ACTCTI Web Master

New Corporate Members

ACG Systems, Inc.	Annapolis, MD 410-224-0227 Supplier of command-and-control switches, IT solutions and radio related systems for the aviation market.
Tanberg, Inc.	Reston, VA 703-709-4281 Supplier of videoconferencing solutions.

FAA CONTRACT TOWER PROGRAM AWARD

The FAA has announced the new five year contract for the federal contract tower program.

- Robinson Aviation (RVA) will operate Area 2 (FAA's Southern and Southwest Regions)
- Midwest ATC will operate Area 1 (FAA's Eastern and New England Regions) and Area 3 (FAA's Central and Great Lakes Regions)
- Serco will operate Area 4 (FAA's Northwest Mountain and Western Pacific Regions) and Area 5 (FAA Alaska Region)
- Australian Air Traffic Services will operate Area 6 (Hawaii, Guam and Saipan)

These new contracts will be effective within the next 30 days.



Air Traffic Control Association

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